

# Lincoln Downtown Master Plan

## Workshop 1: August 10, 2004

### DRAFT Public Comments Received

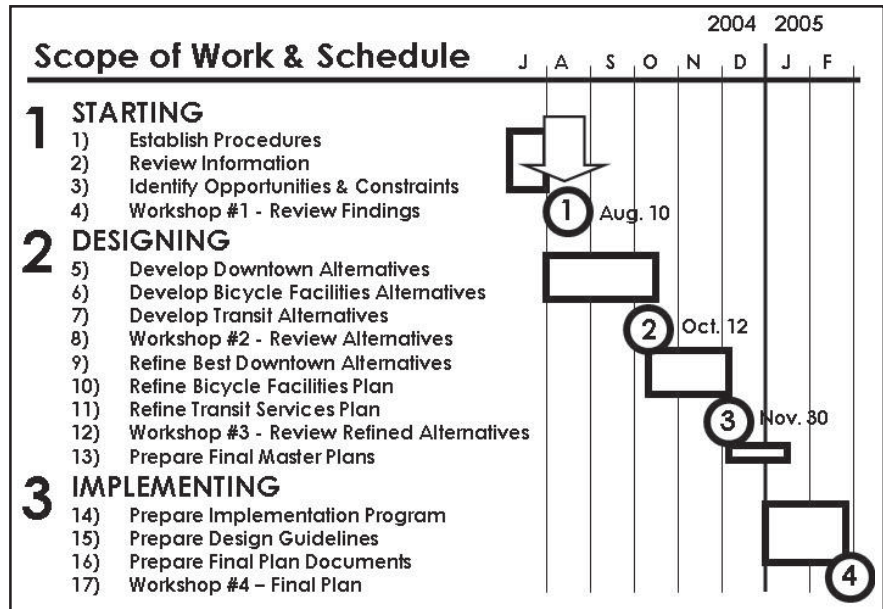


#### Workshop Summary

#### Downtown Action Team Meeting Notes, and Response Sheet Summaries

The first public workshop for the Lincoln Downtown Master Plan was held on August 10th, 2004 at the Cornhusker Hotel from 5:30 to 8:00pm. Attendance was measured at nearly 250 people.

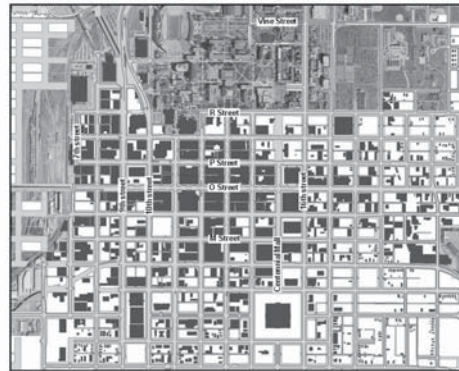
The public workshop included introduction of consultants George Crandall and Don Arambula by Cecil Seward, Chair of the Downtown Action Team. The presentation consisted of the consultant team members, their relevant experience, and an overview of the project scope of work & schedule and background data on land use and circulation within the Downtown study area. A question and answer period followed the presentation with individual table discussions of overall issues, concerns and opportunities. Notes of table summaries were taken on a flip-chart and response sheets were filled out by participations identifying their top three general issues and concerns, downtown shuttle, pedestrian/bike, and areas for special design considerations. The following pages include an overall tally of the response sheet, table summaries and public comments.



#### Response Sheet

Lincoln Downtown Master Plan

August 10, 2004



##### I. General Issues and Concerns

List your three top issues and concerns:

- 1.
- 2.
- 3.

##### Downtown Shuttle Issues and Concerns

List your three top issues and concerns:

- 1.
- 2.
- 3.

##### Ped/Bike Issues and Concerns

List your three top issues and concerns:

- 1.
- 2.
- 3.

##### II. Special Areas

On the map above, please note areas you believe:

- Present special design opportunities
- Are areas of concern

Name (optional):

If you need additional time to respond, please return your comments to:  
Crandall Arambula 520 SW Yamhill, Reef Suite 4 Portland, Oregon 97204 (503) 417-7879 fax (503) 417-7904  
jgraf@ca-city.com

# Response Sheet

Workshop #1  
Lincoln Downtown Master Plan  
August 10, 2004

# TALLY

# 1

## General Issues and Concerns

- |    |  |    |
|----|--|----|
| 1. | <b>Retail</b> - Variety, concentrated, grocery store   | 96 |
| 2. | <b>Pedestrian / Bike Friendly</b> - Safety at crossings, bike lanes, connections to Antelope Valley, UNL and Haymarket | 77 |
| 3. | <b>Open Space</b> - Greenspace, festival space   | 71 |
| 4. | <b>Residential</b> - Mixed income, mixed use, family housing   | 48 |
| 5. | <b>Aesthetics</b> - Cohesive elements, general visual improvements   | 35 |
| 6. | <b>Parking</b> - Too many lots, too few spaces, cost for meters  | 28 |
| 7. | <b>Traffic</b> - Uncongested traffic, flow patterns  | 19 |

## Downtown Shuttle Issues

- |     |   |    |
|-----|---|----|
| 7.  | <b>Bus Route</b> - New routes and stops               | 60 |
| 8.  | <b>Timing</b> - Frequent, evening and weekend service | 56 |
| 9.  | <b>Ease of Use</b> - Simplify service                 | 23 |
| 10. | <b>Bus Appearance</b> - Smaller bus, clean, efficient | 19 |

## Ped & Bike Issues

- |     |  |    |
|-----|--|----|
| 12. | <b>Pedestrian Safety</b> - Traffic, bicycles, safety at night          | 66 |
| 13. | <b>Bike Lanes</b> - Bike safety in road                                | 51 |
| 14. | <b>Connections</b> - Antelope, UNL, Haymarket, to existing bike trails | 41 |

# Lincoln Downtown Master Plan

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#### Workshop Summary

#### Meeting Notes:

##### Table Summaries

##### Table 1.

- More mixed use
- Ped friendly
- Park + Ride 80& O
- Increase Ped. Orient.
- Improve Cent. Mall

##### Table 2.

- Concentrate retail
- Safety – trucks out
- Greenspace (more)
- Free parking 2 hours

##### Table 3.

- Bennett-Martin
- library improvements

##### Table 4.

- Destination
- Creek define edge
- Keep distinct districts
- Places to stop
- Centennial mall
- Program edges “what fronts it, defines it”

##### Table 5.

- Revitalize Library
- Increase greenspace
- Building standards
- UNL – “Living” retail, culture not just bars

##### Table 6

- Better haymarket – downtown connection
- Mixed Use
- Shuttle – tweek UNL shuttle
- Students use downtown N/S bicycle lane – 11/12 area
- Bus/Truck Traffic concentrate
- Move centennial mall -12/13?

##### Table 7

- Safety at the street crosswalks
- Centennial Mall
- Shuttle route, hours of operation
- Clear sidewalk area
- ADA compliance

##### Table 8

- Audible signals for sight impaired and blind

##### Table 9

- Downtown grocery store
- Not big box retail

##### Table 10

- Route / scheduling of bus
- Centennial safety concerns

##### Table 11

- Greenspace
- Library
- Interactive fountains
- Downtown skating rink
- Develop alleys

##### Table 12

- Family
- Haymarket connection
- Concentrate retail
- Bike lanes
- Office space
- Evening uses – bookstore, grocery store
- Arts corridor as an anchor

##### Table 13

- Gateway
- Capitalize on UNL partnerships

##### Table 14

- Vital library
- Mixed income housing

- Single adult housing
- More greenspace
- Transportation – for needy
- No hub / spoke transit
- No billboards

##### Table 15

- Community gardens
- Affordability
- Alternative building technology
- Small town flavor
- Next generation

##### Table 16

- Library
- Scatter bars
- Theme/Identity
- 1<sup>st</sup> Floor garage, retail
- Link bike routes
- Library tours
- Perimeter oriented parking and transit with a pedestrian core

##### Table 17

- Jitney service – private; quality

##### Table 18

- Antelope Valley works w/ downtown

##### Table 19

- Less one way
- More diagonal parking

##### Table 20

- Event space permanent for downtown
- Bicycle lane
- UNL / Transportation

##### Table 21

- Climate winter considerations

# Lincoln Downtown Master Plan

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#### Written Comments

#### Comments from Response Sheets include:

#### Question I: General Issues and Concerns

List Your Top Three Issues and Concerns

1.

- No green space.
- Centennial (capital) Mall Redevelopment!!
- Lack of retail – needs to be more concentrated
- Need a lot more residential
- Pedestrian access – winter living!
- Pedestrian friendly – weather
- Walk-friendly space (+ bike friendly)
- Need safe places to cross D.T. on bikes
- Large Grocery Store (No more movie theaters!)
- Mixed income housing
- Aesthetics
- Large + insensitive (inward focused infill – new theaters)
- Downtown performance center / july jamm
- The residential areas around the downtown area
- Safety after dark – lots of bars; fights
- Lack of green space and ways to get to it
- Retail vitality
- Need a shuttle system to get college professors, students etc. to the restaurants (including the Haymarket) and back quickly during lunch breaks and buses need to run at night to get the drunks home safely (downtown has many young drinkers – O street is flooded every night all year round).
- Create a beautiful space where people will come and retail follow
- Traffic patterns
- Need families living downtown (greenspace, less bars, etc)
- Tie the Antelope Valley Traffic into Downtown
- Connection to Campus
- More retail to balance, gov. living, and education
- Mixed uses needed, housing + retail below.
- Retail should be increased.
- Downtown as destination
- Develop business that support downtown living
- Students from other states say, “There’s nothing to do here.”
- Separation of Haymarket and rest of East Downtown
- Penney’s quality retail
- Green space
- Cohesiveness
- Parking downtown – garages are eyesores. . . move to perimeter
- Shopping within walkable distance to residence
- Taxes
- Economic development – a vital core draws more people and business to the city as a whole.
- Meeting the needs of an aging population (transportation. . )
- Have some concerns as to how the New Antelope Valley Blvd will impact
- the businesses presently located on 16<sup>th</sup> and 17<sup>th</sup>.
- Place I want to bring my kids to
- Integration w/ university
- One stop parking – consolidate shopping areas
- More green space – family friendly – place for children! – open grassy area with a fountain etc.
- Connections – Sustainable!
- 9<sup>th</sup> and 10<sup>th</sup> Street Barrier
- Expansion of retail and residence
- Lack of green space / fun space
- Parking
- Parking
- Parking
- Better ped connection of Haymarket to downtown; refine “edges” along P street
- Library and other “monument” buildings
- Open space / Public Space/ Green Space
- Residential housing
- Streetscapes – out of date but improving
- Traffic flow
- Walk friendly – join downtown w/ Haymarket near south
- Improvement or at least maintain uncongested traffic
- Too many one-way streets
- Arts/ Cultural integration to downtown
- Historic preservation of buildings
- Integrating UN, Antelope Valley and the Haymarket District
- Current Sidewalks where there were trees i.e. 11<sup>th</sup> st.
- Downtown library / Bennet Martin
- Pedestrian friendliness
- Keep the public library downtown make it attractive, connected, visible

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#### Written Comments

##### Question One Cont.

- Bike Lanes, please
- 2 and 3 bedroom condos for higher income owners w/ disposable income
- Too many parking lots
- Safety and traffic reduction – get big trucks out!
- Easily accessible and inexpensive parking
- Need more housing
- Adequate parking and Transportation Avail.
- Barren areas – walls, cement, yuck!
- Busing and Traffic between 10<sup>th</sup>+11<sup>th</sup> on P by new theater
- We need a new main library downtown
- Retail revitalization – move offices off 1<sup>st</sup> floor spaces!
- Utilize ground level parking lots
- Irrational demolition
- Centennial mall. More trees, no steps, low maintenance vegetation
- That the Master Plan and Antelope Valley Redv. Plan work well together. Blend– They must complement each other!
- Living space that all income levels
- Good walking and driving transition across busy streets and highways
- Revitalize the mall area
- Lack of cultural events and areas
- Lack of nightlife (non-bar places) possibly more theaters – not movie theaters, but places for local plays/productions.
- Affordable living space
- Downtown library
- O st. traffic divides downtown
- with fast traffic
- Connect the areas Haymarket, capital, entertainment university
- More retail – people friendly streets
- More family friendly to encourage residential space
- New main library needed downtown
- We need a new or updated main library downtown
- Revitalize Bennet Martin Library!! This should be a family attractive setting // it should be center piece that is comparable to the Satte Lite Libraries.
- Safe Ped. Travel street crossings
- Safe ped. Travel street crossings
- Safe ped. Travel street crossings
- Safe ped. Travel street crossings
- Scatter bars or redistribute – attract 1000's of 20 yr olds – not a fun place at 12:00 pm
- Dissipate the bars – too many too close together
- Housing appeal (amenities, etc)
- Greenspace and Streetscapes – Centennial Mall (model fountains after new Broyhill on campus)
- Pedestrian friendly environment
- Eliminate Pedestrian Barriers. Need to define objectives of “downtown”
- Enough open “living” activity (green spaces) spaces to make downtown seem welcoming and friendly.
- More retail other than Walgreen's
- No large event areas – have to close st.
- Bicycle / pedestrian accessibility
- Retail
- Bring retail dntn + the community support it
- Keep Bennet Martin Lib. Downtown and make it a destination for citizens
- More restrict bars to access of work (NU)
- Spruce up Bennet Martin
- UNL +City could build a joint “Corridor” library.
- Landscaping and streetscape treatments and perpetual maintenance to sustain it.
- Mixed use properties with more living areas downtown.
- Innovative approaches to adaptive reuse for housing – building code
- Pedestrian and bike friendly streets
- North-South bike access
- O street, P street and much of N street through
- A bigger downtown library
- Must have retail – especially grocery store
- Transition at edges – UNL / Antelope Valley / South “residential” edge
- Parking Utilization needs adjustment
- Lack of a park-like block
- Parking
- Create public spaces that bring people out
- Downtown needs unified, sophisticated streetscape that involves the building facades/ storefronts
- Heavy traffic patterns (speed); (HWY 6, I180, etc.) Need Alt. Truck



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##### Question One Cont.

- Routes around downtown.
- Energize downtown in transition – reinforce 24 hr activities
- Federal office parking blocks retail
- Centennial mall make consistent green space
- Need to strengthen connection/ relationship between university and downtown
- Convention center where it goes and how soon
- The removal of historic buildings for trends in architecture and unfounded social/cultural trends
- Items which complement residents/pedestrians
- Lack of retail
- Pedestrian / residential integration w/ business used
- Streets seem to be boundaries instead of connectors
- Retail
- Site of new main library
- Reason to LIVE DOWNTOWN (Retail will follow)
- Lack of green space for family activities and large events – public use space
- Traffic – busing – shuttles
- Think we need to go back to the Northeast radical diagram
- Green space / Landscaping
- Adult daycare center
- Street surfaces KLMNOPQ
- Minimizing blank buildings or improve
- Parking!
- Parking!
- Affordability for people living in these spaces
- Make sure that no urban developments result in destruction of or loss of existing housing stock.
- Utilization of existing bldgs.
- 2.
  - Retail black hole
  - Housing opportunities
  - Historical buildings
  - More retail
  - Feeling safe to walk – cars + lighting at night
  - Traffic – greenspace
  - Safe + attractive pedestrian connection to Haymarket (underpass)
  - Need more people friendly greenspace / parks
  - Adult day care center (a Target or JC Penny store)
  - Convenience retail
  - Retail vitality (include department store)
  - Residential loft infill – believe need + market is there
  - Antelope valley coordination / housing
  - Parking garages not safe
  - Lack of upscale retail + also grocery store
  - Esthetic development along “o”
  - Make buildings + streets/ sidewalks more pedestrian friendly
  - Have more retail open late (like the record stores or a GROCERY STORE to cater to this huge evening crowd)
  - Lack of green space
  - Reduce traffic on ‘O’ for pedestrian experience
  - Centennial mall
  - Promotion of “New Urbanism” concepts ie mixed use, pedestrian
- Pedestrian friendliness w/ shuttle service – fewer cars in center
- More unique retail opportunities
- Need more green space / the “Arts Corridor”
- Tri-partite composition : individual lp: for 1. Haymarket, 2 Antelope valley, 3. Downtown.
- Pedestrian access across 9<sup>th</sup> + 10<sup>th</sup> st. into Haymarket
- Unutilized buildings and areas (housing especially)
- Housing choices
- Save historic bldgs.
- More parks – recreation for children
- Green space downtown, bike lanes, pedestrian malls
- Maintain active downtown
- Retail activity – Revitalization
- Green space + esthetics, preserving historic buildings
- Want it to be a destination for dining, shopping, + entertainment
- Partner w/ parking
- Transit between Haymarket downtown
- New convention center
- Critical mass (residential)
- More housing downtown
- Expansion of pedestrian areas – closed streets
- Transit + bicycle circulation
- Lack of green space / parks
- Attractiveness of buildings
- Shopping
- Mixed use, residential over store front. ie. Fallbrook
- Retail – clothing, groceries, medical/ dental
- Grocery + retail
- Open, green spaces

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##### Question One Cont.

- Bike lanes – do not exist signs do not count!
- Green space
- Consolidation of retail downtown
- Refurbish greenspace, improve where possible
- Disconnected entertainment (Haymarket, from downtown)
- More mixed income residential
- Mixed income housing – mixed use
- City leaders thinking and acting “outside the box”
- Assistance in moving existing business via SBA Loans etc.
- Retail
- Strong retail is necessary – mixed use
- Less car access to downtown streets would be nice
- Heated garages
- Tax policies that discourage property maintenance
- Encourage retail – mixed retail
- Need more mixed retail – no more bars!
- Need more retail
- Grocery Services
- Consider the weather – 12 month-wise plan
- Embassy Suites + City Bus route + Greyhound by new theater
- I appreciate street-side trees and flowers
- Late night transportation
- Reduce Blank walls + difficult streetscapes
- Respect for Heritage
- Turn fountains into stream segments
- That Lincoln maintains a “small-town” feel
- Green park public space
- Encourage more variety of services to downtown residents + visitors (grocery)
- Retail anchor store
- ‘O’ st. is just for bars
- Parking – not enough meters
- More 18 or below areas
- Green space
- More business, ie. Groceries
- Replace centennial mall
- New refurbished library
- Free street parking to make retail more accessible
- No more billboards!
- Need services like grocery et al for people to live downtown.
- Create park/green area
- Cent. Mall needs to be redone
- Cent. Mall needs to be redone
- Cent. Mall needs to be redone
- Cent. Mall needs to be redone
- Give the center a theme or an identity
- Retail together
- Pedestrian + bicycle friendly atmosphere
- Develop Pershing into convention center like Qwest
- Destination ? why go but to drink
- Eliminate dead curb edges
- A variety of small businesses (not like a mall) of all kinds – including places for “micro-businesses” – people selling jewelry, paintings, etc. – street vendors/ “spontaneous” activities
- More restaurants in core downtown
- Lack of green spaces
- Aesthetics / greenspaces
- Residential
- Good residential oport.
- Turn parking lots into parks for residents
- Decisions based on short-term politics/business Gee Johana’s/ Embassy Suites + traffic flow.
- I live downtown + want to barbecue!
- New arena / convention center to replace Pershing center
- Public access to East Downtown Past 16<sup>th</sup> st. + west of 18<sup>th</sup>
- Attracting more retail
- Good public transportation
- Downtown supermarket
- Downtown needs to be wholly redeveloped with private investment, we need to have two or three major company headquarters if possible.
- Bus serving into the Haymarket
- Develop Centennial mall as a green gathering space – much more green space
- Sustainable retail services – groceries – sunaries – niche clothy
- Make sure parking is available fore new downtown development
- Not attractive for housing
- Housing
- Better max of housing and retail sectors
- Downtown has 2 seasons – Summer + University fall/spring semesters – when the University is in session downtown has a different atmosphere – a challenge for you will be making downtown active during the summer as well as making downtown pleasant while students are here.
- Visual image; no unification of signs, color, lights, etc.

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##### Question One Cont.

- Quality outdoor public spaces
- Perception of lack of parking
- Parking garages to hold Pershing traffic
- Downtown is not bicycle friendly
- Retail including grocery
- No grocery store downtown; other necessary retail alternatives to residents
- Redevelopment of underutilized areas – more retail
- Too much surface parking
- More retail opportunities/ hi-lite historic architecture!
- Marketing to the University Community is focused on alcohol
- Blighted bldgs./vacant
- Connect Haymkt to downtown
- Lack of DT green/water space (it would be an amenity)
- Traffic flow – bikes, cars, + buses
- Downtown housing – parking/ cars
- Encourage more housing in downtown – could we make it easier to utilize 2<sup>nd</sup> and 3<sup>rd</sup> floors for housing?
- Better connections / communication where necessary (town/ govern needs to improve)
- Large competitive grocery store
- Competitive downtown grocery + adult day care
- Resident / and or small business use / owner occupied
- Traffic flow + alley ways
- Availability of Public trans. (later hours)
- Will the money go to Lincoln or Oregon or somewhere else?
- Ensure pedestrian friendliness. No bicycle riding on sidewalks
- More parking facilities
- 3.
- Shuttle /Transportation
- Festival Space / Park / Outdoor Opportunities
- More pedestrian friendly
- Redevelop vacant lots surface parking (underutilized land uses)
- Green space
- Housing – groceries
- More open, public, children-friendly space
- Need street plantings everywhere including Haymarket
- More parking areas w/ free short term, inexpensive parking
- Green space / landscaping
- Connection to university
- Supporting spike retail / food/ markets
- Pershing and/Convention Center
- Downtown library not from the 50s, with free parking meter cops have become way overzealous esp. after 5:00
- Lack of organization with what we do have
- National chains to anchor downtown
- The Haymarket needs more bohemian attractions and more housing, it's pushing too far in a perceived corporate direction (Ruby Tuesdays). Have overhead walkways going over ninth + tenth for safe crossing to the Haymarket (or safe crossing back after farmers market Saturday to the downtown retail and restaurants)
- Work on connections between areas (UNL, Haymarket, Downtown)
- Lesson the parking tickets
- 2-way traffic would reduce speed / consider slower lanes
- Creation of downtown as a destruction
- Better definition of areas + access of one area to others
- Revamp the auditorium – get more family use – (used to be an ice rink as well).
- More retail / entertainment onto campus as well as campus into downtown
- Need a supermarket (groceries, “target”)
- Pedestrians ease in moving around the area
- Grocery / combo grocery + deli
- Appearance – many areas rundown.
- Move bus routes to perimeter, utilized shuttles downtown
- Promote events + convention
- Pedestrian friendly
- Strengthening opportunities for downtown retail “retail core areas.”
- Amenities for those working downtown
- More inviting street fronts – areas for smokers
- Streetscapes – doorway out of the UNL
- Need more retail connected – not just bars – grocery store, public restrooms
- Green space
- Convenient – parks/ shops/ transportation
- Eliminations of banners at 9<sup>th</sup> / 10<sup>th</sup>
- Lack of retail / housing
- No retail shopping or (hit + miss)



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#### Written Comments

##### Question One Cont.

- Continuity of buildings
- User friendly
- Grocery store downtown!
- Keep the city alive after 5:30
- Housing
- Parking
- Retail spaces are under utilized, need concentration
- Shopping
- Centennial mall
- Keep opportunities open for small retail offer incentives to owners to improve blank walls
- More retail – including grocery
- Beautification – greenway – open space
- Convincing city leaders there are alternative funding mechanisms where the rewards outweigh the risks – if you don't change some minds your plan will be just another plan.
- Mixed use, including grocery stores, housing
- Create green space + pedestrian friendly, alternative energy sources – great idea!!
- More + easier to use public transit
- Grocery store + Health food store
- Lack of housing
- Festival space
- More green space and places to hang out and play
- Need to “glue” d.t. together – more connectivity between areas
- Opportunity for local enterprise
- Local focus – not chain stores
- More integration balance Haymarket + theaters as awnings and buildings and landscaping
- Retain Cul-de-sac feeling of Haymarket. Keep congestion center in another area
- More recreation – for those under 21 (swimming pool, ice skating, etc). Fountains that you can swim in.
- Obsession with parking
- More greenspace / pedestrian friendly areas in downtown
- Disability friendly, keep local businesses thriving
- Energy efficient + sustainable building revitalization
- Shuttle system getting around the areas
- More centralized area for shops + entertainment
- Parking, possibly free after 6 like meters
- I like the downtown street concerts in summer
- More housing
- Tie into Antelope valley
- Living + green space – more . How about a skating rink in centennial mall area, more statues.
- More green spaces are good
- More downtown housing for mixed income
- Need downtown housing, but particularly for single people
- Centennial mall
- More retail better mix downtown
- More retail – better mix downtown
- More retail better mix downtown
- More retail – better mix downtown
- Viable downtown library with parking + green space + a just a strong presence
- Main library – new one! Downtown
- Complementary relationship bt downtown + Antelope valley
- Develop library into community center using outdoor space
- Rejuvenation of library + other structures
- Expand residential presence
- Remove “dead” areas: derelict structures + the “blank walls”
- Probs. w. barriers for handicapped – planters, st. cafes
- Revitalized Pershing or new convention/ arena space
- Integrate Antelope Valley w/ Downtown
- Inviting to pedestrians – visual appeal
- Embracing the students better.
- Allow residential units over retail street level (encourage) for mixed income
- Bars and restaurants do not bring me or my money downtown.
- Focus on local micro-businesses not chain stores/ restaurants
- Renovation of centennial mall – more greenspace, user friendly, “Lincoln's gathering space”
- Bike + pedestrian Access to parking with places to stop and rest that have art.
- Getting traffic speeds down – enough ped. Activity
- Creative retail stores (vs. stores located in every city)
- More downtown residential units
- A consumer electronics store like Good guys or Shopper Mart

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##### Question One Cont.

- Bike lands – maybe will decrease auto traffic
- Increased housing opportunities
- Focus on business / other than bars, restaurants, and theaters
- Need retail to support housing
- Business diversity
- Transit to link districts of downtown areas
- Not enough open space downtown (current landscape needs help)
- Interface with Haymarket and East Downtown areas
- Increase residential possible sites
- Lack of downtown green spaces / gathering spaces
- Housing
- Lack of local character in rest/ dining + local flavor
- More green space + draw on historical aspects
- Blank walls
- Better use of space – centennial mall revitalization
- Business downtown is 9 to 5 plus 9pm-1am bars Need 18 (or 24) hr “business”
- Centennial mall renovation
- Ugly second floor – empty spaces
- Disconnect of retail shops + lack of niche enterprise shops
- Centennial mall – use as a draw to tie
- Could we make it easier to utilize 2<sup>nd</sup> / 3<sup>rd</sup> floors for housing?
- Consolidate retail area
- More attention to homeless sleeping in the street
- More and more retail downtown
- Park places / space gathering area eliminate surface parking/ use
- alternative transportation
- Building deterioration
- Visual appeal of the downtown areas
- Where is this money coming from, who else are the investors.
- Redo above, improve traffic signals at intersections. More time for pedestrians to cross.
- The better restaurants (and downtown really needs a good vegetarian restaurant) and not the crappy fast food
- Encourage small businesses

##### Question 2.: Downtown Shuttle Issues and Concerns

##### List Your Top Three Issues and Concerns

1.
  - Aesthetically difference
  - Small shuttle / reduce large (under capacity) buses
  - Marketing Shuttle System
  - Needs to be frequent
  - More concentrated on downtown
  - Better signage for routes
  - Re-think the entire Star Tran bus route (too complex, poor service)
  - Main stop 11<sup>th</sup> – ‘N’ to ‘O’ is gross
  - Parking space (no meters)
  - Long range plan for light rail
  - Timing of traffic lights and flow
  - Not used frequently
  - Better access for bicycles
  - A transit district created that goes beyond the downtown area ie to 27<sup>th</sup> + south to South Street + north to Belmont). Don’t take

bus because it’s a 45 minute trip one way – don’t have that much time.

- How do you get from your house to public transportation, walk thirty blocks?
- You are never going to be able to successfully shuttle people around more effectively on the hideous Star Tran buses with the ads painted on the windows.
- Need to create a need for it
- Downtown isn’t large enough for shuttle; unless to Antelope valley
- Bus-shuttle schedules need rethinking
- Park + ride lots of shuttles
- Should the bus center be at 48<sup>th</sup> + O with shuttle to the downtown?
- Two-way traffic
- A loop system from outlying garages into the heart of downtown
- Connecting shuttle to d.t.
- Need help for poor + homeless
- Better transportation from capitol area to Haymarket (lunch and business meetings)
- Bus routes confusing
- Secure parking where car is left to use shuttle
- Available parking
- Multiple stops
- Better bus schedules for older people.
- Would like to see better shuttle bus service between the Haymarket and downtown Lincoln areas.
- User friendly
- Continuous w/University
- Open till midnight

# Lincoln Downtown Master Plan

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#### Written Comments

##### Question Two Cont.

- Need help here – ours isn't working! Better shuttle system
- One-way traffic
- Busy 9<sup>th</sup> + 10<sup>th</sup> street – ruts – nuts
- Expand shuttle / bus into downtown night / weekend)
- Speed + timing
- Nothing to Haymarket
- Amount of use
- Enough routes
- Possibly “tweak” UNL shuttle Thurs/Fri/Sat to service Dorms to Downtown
- Smaller buses (cheaper) rather than cutting routes
- Don't seem to know much about this
- Hours of service
- Improve service hours – nights and weekends
- Brand it
- Get parking out of center shuttle into city
- Provide parking areas south of city county building with shuttle connections – park –n-ride
- Great, big, unfriendly, empty buses
- Need to help link UNL + areas of downtown
- Transportations sys. that link to downtown shuttle sys.
- It needs to be cheap
- Must run every few minutes or people won't use it
- Professional services ex physicians
- Get Greyhound + Startran hub out – too many buses!
- Need an evening shuttle routing from entertainment + Haymarket
- to parking garages – use “smart cards”
- Traffic congestion
- Transportation after 6 pm, until after 1 am
- Increase frequency
- Bus schedules are spread apart
- Needs to run earlier and later
- Do not use transit that requires overhead wires!
- Not sure why we would separate d.t. buses from all buses
- Free parking in outlying areas with buses + shuttles into downtown
- No wait or dependable timing
- Service runs too early
- Shuttles under-used “not sexy enough”
- I don't use it, need to be critical to use
- Evening Bus Service
- Continuous shuttle
- Haymarket – downtown connect
- User friendly
- Central parking – lightrail to Omaha!
- Heavily under write public transportation so low-income and no-income people can get to medical and dental appts. As well as jobs.
- Integration of bus service
- Improve downtown shuttle
- Improved downtown shuttle
- Improved downtown shuttle
- Improved downtown shuttle
- Take garages + turn streetscape into shops
- Light rail – Kawasaki
- Must be frequent – 5-10 minute wait max
- Provide cohesion between downtown + UNL
- Cause traffic problems for vehicles + pedestrians
- More routes / svc. To downtown – less wait
- Bike racks on buses
- Simplicity
- Usage – to make it pay its way
- The Star Tran shuttle ends too early – should run through midnight and include Haymarket
- Make it fun – Nebraska Unique – “Ride the Bull” [Nebraska](#)
- Parking – location of and is it adequate?
- Be more wide spread service key areas
- Enough traffic to support innovation
- Good public transportation – buses, shuttles, etc
- We need to identify downtown blocks that the city is willing to use its eminent domain power to facilitate major private investments similar to the method of clearing the block
- Have buses run at night to major shopping areas, etc. 7 days a week from downtown.
- Public transportation needs lots of help! Perhaps more but smaller buses
- UNL/ Startran coordination
- No night service – need some
- Evening transportation
- Doesn't work now
- Confusing bus routes, to many downtown stops
- Convenience
- Lack of ease of transport to Haymarket
- Shuttle only works if frequent stops 5-8 minute wait
- Maybe a need to connect

# Lincoln Downtown Master Plan

## Workshop 1: August 10, 2004

### DRAFT Public Comments Received

1

#### Written Comments

##### Question Two Cont.

- surrounding residential areas with downtown via transit/ shuttles
- Cheap
- Define routes and market them
- Clarify routes
- Frequent service + meaningful routes
- Public transportation ends by 10pm
- Seems like a lot of run with very few passengers – could they use smaller buses for some lighter traveled routes
- Put the shuttle on a planted boulevard down the center of “O”
- Bus route is dangerous for vehicle + peds. traffic Q st. they pick up passengers on North land + cross four lanes to South side to turn south + four buses do this at a time.
- Time/ schedules
- What about using smaller more efficient buses?
- Better use of downtown Transtar system
- Shuttle to adult day care
- Shuttle service
- Alternative transportation Non-automobile
- Historic perception
- Time. I would like the shuttle to run after midnight
- Getting people into shuttles or other transport.
- Improved public transit in general
- Do we really need a mini bus system?

2.

- Market routes, meaningful
- Pedestrian + bike bridges over high traffic areas
- Better routes
- Needs to be cheap or free
- Move major exchange to outer area
- Possible light rail using old rail lines with bike paths
- Shuttled buses
- 18 hr city w/ 18 hr transit service
- Many more short term park + go opps.
- Must create density for shuttle to be feasible?
- Better service from suburbs to downtown
- Parking expensive for low-wage workers
- Would be nice to have Omaha/ Lincoln + airport links
- Figure out a way to winterize Molly the Trolley so it can be used year round or build other year round old timey shuttles that people know to be daytime lunch transportation
- Shuttles need to be small (not a bus) to be inviting
- Existing shuttle not efficient
- Bike lane defines
- Longer hours – weekends
- Bus traffic @ transfer points clumsy + dangerous
- Weather – reasonable transportation
- Frequent stops
- Trolley or shuttle w/ capitol, Haymarket
- Move transfer point to 48<sup>th</sup> + O from downtown
- Free ? (like Portland with an inner ring?)
- Sky walks
- Safety + entry points
- Ease of use – scheduling
- Safety
- Ease of use
- Shuttle should not force bikes to stop @ perimeter
- Lack of “free shuttle”
- Routes
- “O” street express 48<sup>th</sup> -60<sup>th</sup> - 70<sup>th</sup>
- Smaller units/ shuttles
- Extended hours – parking meters less hostile
- Routes and timing of buses are confusing
- Frequent shuttles would be helpful
- Extended hours
- Lots of pick-up / drop off locations
- Can’t get Lincolniters to walk a few blocks to catch it.
- Transportation to outlying areas
- Shuttle that connects hotels, Haymarket, downtown + UNL
- Smaller buses
- Later schedules
- Frequent enough timetables so using it is convenient / friendly
- More service times + drops
- Reduce driving traffic, increase walking + biking
- Good looking shuttles
- Confusing schedules
- Wish shuttle went by State Office Building (14<sup>th</sup> + M)
- Shuttle to Haymarket
- Needs to be unusual + very convenient
- Connect at University,

# Lincoln Downtown Master Plan

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#### Written Comments

##### Question Two Cont.

- Haymarket + downtown
- Good interconnectability with city generally
- More service routes – more eve to serve theaters
- More service routes – longer hours to serve theaters
- More service route longer hours to serve theaters
- More service routes – longer hours to serve theaters
- Make it a Walkable community
- Serve to connect Haymarket, downtown + Antelope valley
- Market downtown shuttle
- More stops in downtown loop + traffic points
- Change of perception
- From gathering places or parking areas!
- Building connections to link energy centers
- Bike lanes
- Ridership
- Not enough state funding
- Link nodes/ districts of downtown areas
- To large of bus for Lincoln
- Integration with Star Tran
- Shuttle needs to go Haymarket to Antelope valley
- Easy to use
- Frequent service
- Link to campus
- Multimodal use for convenience
- Traffic/ped. 9<sup>th</sup> + 10<sup>th</sup>
- Size of buses
- Look at a more attractive waiting area for “bus central” Bus drivers also need a quiet place to get a cup of coffee.
- Connect downtown Haymarket
- Shuttle to grocery store (downtown)
- Should cover all of study area
- We had a shuttle late 70’s early 80’s what was pro/con then?
- Frequency
- After bar-break would allow for safer “commuting” for students from the bars
- Are we thinking of our grandchildren
- More and enhanced P.T. inclusive D/T
- Extended bus hours specifically for latenite bar goers
- 3.
- Frequent service
- Convention center / Arena near Centennial mall opportunity
- Frequent times
- Needs to be easily identified
- Easily accessed, cheap, easy to understand
- Routes that feed into downtown with bike paths eliminate street parking, no meters
- Calm traffic / eliminate one-way streets
- Slowing flow on wide streets
- Park City Utah – good example
- Trolley system for downtown traffic
- Don’t feel safe using parking garages after dark – parking hard to find for UNL classes, coffee shops, movies
- North South Traffic to help connect UNL + downtown
- Better information on schedules, ticket sales
- Opportunity to shuttle from point to point downtown.
- Reliable service
- East on + off - routes
- Shuttles + fun + East
- Traffic bottlenecks by stop points
- Safety cleanliness
- Cleanliness
- 27<sup>th</sup> express to south pointe
- frequent stops, extended hours
- how 48<sup>th</sup> + O could fit in
- Reliability
- Bike racks in + on buses to encourage bus use + bike riders as commuters
- Greater frequency
- Too easy to drive + park – low demand
- Service adequate for the visitors
- Smaller buses soy operated
- Run later?
- Size of shuttle matches use needs – small vans, on up
- A way to draw more people (but without the cars)
- Reasonable price
- Sell monthly passes at more locations (state office building)
- Low cost public transportation
- Will need to be heavily subsidized
- No useful weekend service
- Redesign the bus system + start over
- w/o, no need for shuttle
- color code lines – make it easier to understand
- Don’t think mini buses would work but like shuttle for core to Haymarket
- Bus to Haymarket
- Big concern is to get people from highways to different parks of



# Lincoln Downtown Master Plan

## Workshop 1: August 10, 2004

### DRAFT Public Comments Received

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#### Written Comments

##### Question Two Cont.

- downtown quickly, especially east side
- Willingness to utilize non-automobile transport alternative
- Extended hours
- Infrequent service
- Cost effectiveness
- Shuttle costs maybe 50-75 cents
- Fast
- Multi-modal parking facilities
- Make more 2-way streets
- Marketing!
- Bike traffic – it is dangerous for bikers when riding through downtown
- Free or minimal cost shuttle / Bus also evening weekends
- Number of times of stops
- Extended bus hours specifically for 2<sup>nd</sup> shift workers + etc. . .
- sidewalk from S. or capitol to campus – why??
- Over passes from 'N' to 'O' + 'O' to 'P' st.
- Designated bike lanes
- Cars to not yield wall to pedestrians!
- Bike access / parking + amenities – lack of facilities
- Enhance sidewalks w/ green space
- Greater focus on pedestrians
- Angle parking not safe for cycling
- Becomes unsafe + ugly once off trails, especially crossing 27<sup>th</sup> to downtown
- Large crossings at intersections
- Safer biking to and in downtown
- More pedestrian orientation
- Bike lanes defined
- Facilitate the movement of bikes through the area
- Bikes have to ride in streets. It's dangerous
- Yes, need bike lanes into downtown from enail head
- Lower speeds – safer crosswalks
- Safety – riding + walking vs. car traffic
- Need bike paths downtown – connect to trails
- Interference with traffic
- Better access – the trails seem to stop downtown
- Safe pedestrian + bike paths
- Would also like to see the downtown skywalk system expanded from Downtown Lincoln to the Haymarket
- Want to encourage people (invite by design) to walk – signage for peds.
- Bike lanes
- 9<sup>th</sup> + 10<sup>th</sup>, crossing O
- Link regional to downtown – West to East
- Safety crossing 9<sup>th</sup> + 10<sup>th</sup>
- Total lack of bike lanes – very unsafe now
- Safety – need bike lanes
- Type of late night traffic (esc. On 'O' st.)
- Safety
- North / South Bike Lane + E/W bike lane in the 11/12 13/14<sup>th</sup> st area
- Keep downtown pedestrian friendly
- Make Haymarket pedestrian friendly – streets too wide, cars don't stop
- Safety, cars turning right make me nervous when crossing
- Bike lanes
- Safety for walkers – lighting, landscaping
- Improve
- Driver education
- Traffic calming islands incorporating green islands
- Bike racks
- Pedestrian – friendliness
- Link up to existing bike trails
- Please please add bike lanes – cars hate bikers – it's rather scary sometimes
- Ninth and tenth streets traffic + brief “wack” times are barriers to the Haymarket historic landmark district
- Streets that are signed for higher speeds, should be reduced.
- We need green space (in addition to UNL)
- Would love all improvements to enhance bike + ped traffic

##### Question 3 : Ped / Bike Issues and Concerns

##### List Your Top Three Issues and Concerns

- Safety
  - Centennial mall redevelopment!!
  - Safe crossings
  - Need safe passage
  - More pedestrian + bike friendly
  - Pedestrian friendly walkways
  - Connection to Haymarket
  - Getting across d.t. safely – currently you cannot ride E-W on

# Lincoln Downtown Master Plan

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### DRAFT Public Comments Received

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#### Written Comments

##### Question Three Cont.

- Currently, not bike friendly at all
  - not safe in street
- Arrangement that connects E-W
- Be careful not to over emphasize need for separate “bike lanes”
- Safety
- Bike trail near south to campus + Haymarket
- Bike lanes
- No real bike lanes
- Safe integration and accommodation of bicycle traffic
  - bike lanes!
- More bike lanes safe + wide
- Safety between ped/bikes/cars/shuttles
- Bikers are expected to ride on streets, but provided no space
- The bike-ways are a good idea!
- To have bike paths
- Crossing 9<sup>th</sup> + 10<sup>th</sup> streets near O + P
- Street crossing safety
- Lack of a cycling plan
- Bike lane
- More bike lanes
- Connection of bike trails to downtown Lincoln
- Better definition of curb cuts / street
- Better definition of curb cuts / street
- Better definition of curb cuts / streets
- Hook / link bike trails to all parts of city especially north
- Safe riding
- Develop alleyways – murals, plantings
- Safety
- Can a downtown be made bike and roller-skater friendly w/out endangering pedestrians?
- Move pedestrians safety zones
- Get drivers to respect pedestrians
- Bike lanes or routes
- No access / from surrounding areas
- It is very difficult to cross 10, 9<sup>th</sup> to get to + from Haymarket
- Have a couple of streets with bike lanes
- Creation of bike lanes in downtown area
- Where bike paths meet roadways + crossings, clearly marked
- Commitment to the concept / willingness
- Safety (cars ignore pedestrians + bikes)
- What will Lincoln use as a “focus” in the absence of a waterfront?
- And closing access to the Haymarket streets from downtown + back
- ‘P’ street should be a two way street – not an expressway out of town
- Ped/bike links between downtown / UNL and Haymarket
- Too reliant on streets as connectors
- Lack of education + promotion
- Clear paths (too many bikes, no order very dangerous)
- Safety! Buffer if adjacent to cars!
- Connection of Near South residential area + Haymarket to downtown + university and to the rest of the Lincoln trail system
- No bike lanes Downtown (marked)
- Integrate bicycle facilities with Antelope Valley plan
- Bike lanes installed
- Friendly access Haymarket to points East (tunnel)
- Inadequate provision for bicycle movement in + through downtown
- Bricks on corners are bad. Dangerous, icy, Uneven, Trip hazards
- No safe places for riding (i.e. bike lanes, etc)
- Safety
- Safety
- Logical connections between venues
- Pedestrian + bike activities are naturally only 8 month per year activities in Lincoln. . . Whatever is done should address Nov-March
- Bike – Not interfere w/ Pedestrians but safety for bikers
- Make walk friendly
- Lack of bike space on roads
- Safety of riders
- I think bike usage could increase if it were safer
- Close ‘O’ street of traffic – green mall
- Dead end access to downtown
- Poor access to downtown
- ‘O’ st needs a bike lane
- Will this take lots of construction?
- We need genuine bike lanes as shown in initial presentation
- Stop sign + crosswalks safer for peds.

# Lincoln Downtown Master Plan

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### DRAFT Public Comments Received

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#### Written Comments

Question Three Cont.

2.

- Clearly marked routes
- Green space / bike + walking paths / trails
- Clearly marked lanes
- Need clearly marked lanes
- Winter! Think about weather and how to get around. Covered walks? Shuttle service?
- Transition from UNL to downtown to Haymarket
- Biker- friendly downtown (bike lanes)
- Ped X 9<sup>th</sup> + 'o' dangerous
- More green/garden/water areas!!!
- Bike facilities (racks on transit; businesses w/ showers)
- Bike friendliness
- Open up businesses on 'O' street – access
- Focus on elderly issues and access to senior center
- Bike parking protected from rain/snow
- No bike + no skate signs everywhere – why bike to a “no bike” zone?
- Speed of traffic in some areas / drivers not aware of cyclists
- More consideration for pedestrians crossing streets
- Bike trail connections + bike paths
- Derail any further skywalk (critical mass on the street)
- Help avoid ped/ vehicle conflicts i.e. left turns
- Clean bike lanes
- Getting around downtown on bike
- Pedestrian malls – eliminate auto traffic
- Have cross walks with crossing signals
- Safety!
- Friendly pedestrian crossings
- Put lanes in traffic + slow traffic down
- Mall from UNL to Capitol
- Bike lanes to transition to main bike paths
- Not connected to other areas of town
- Safety
- “Active” ped/bike mall closed thurs – sat evening, poss O-Q
- Make it safe for bikes
- More commuter paths into downtown
- Lane markings for bikes
- Walking lanes
- Library downtown (key hub)
- Elevated walkway or tunnel under
- Safe lanes
- Link to other parts of town
- Big, blank walls + parking lots
- Pedestrian friendly + unity
- Excessive obstructions on sidewalks
- Public restrooms
- Need bike routes downtown – bike lanes in streets
- Bike lane
- More bike routes
- Bike parking in Haymarket
- Downtown trails to downtown parks
- The core of the city is very bicycle unfriendly
- More “pedestrian mall” feel to downtown (no vehicles)
- Pedestrian only areas
- Obeying the laws or making laws that work
- Drivers are aggressive towards bikers / pedestrians
- Poor lighting at night around UNL campus
- More pedestrian friendly
- Bike lane
- Needs to connect, paths
- Bike racks on buses
- More consideration for slower pedestrians
- Designate bike lanes on selected streets
- Audible traffic signals for blind ADA
- Audible traffic signals for blind ADA
- Audible traffic signals for blind ADA
- Audible traffic signals for blind + sr. citizens ADA
- Make biking safe in mid town
- Inviting, interesting ambulatory scheme
- Develop bike lanes
- Need a truly large scale walkway (nonstop) from capital to Haymarket
- Longer light cycles esp. for handicapped
- Get families + commuters into + out of downtown
- Traveling / commuting to work not attractive
- Bike trails downtown should not be part of a street – bikes only! Unless they have their own lanes!
- Signs to share the street
- User friendly pedestrian streets – narrow traffic lanes to one way only
- More community gathering areas in East Downtown

# Lincoln Downtown Master Plan

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### DRAFT Public Comments Received

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#### Written Comments

##### Question Three Cont.

- Ability to work out imperfect solutions
- Signals that are easy to use (see Seattle)
- Bike lanes (again)
- Bike/ Ped/ vehicle conflicts
- No safety zones in wide streets – need ped. Refuge
- Parking inconsistent from block to block – streets could be more bike- friendly
- Routes need to be thought beyond downtown – where are people coming from + how to they get here?
- Integrate transportation systems to encourage non-motorized circulation.
- Bikers on sidewalks. . .
- Friendly pedestrian store fronts – make interesting
- Building edges at sidewalk level are often foreboding
- 9<sup>th</sup> + Q crossing is very dangerous
- the 9<sup>th</sup> street crossing into the Hay market – not safe for pedestrians
- Multi modal facility w/ bike storage
- Link to campus
- Gateway to downtown from 180
- Bike paths deadend – not enough paths to access enough areas
- Increased pedestrian safety through crosswalks etc.
- Jogging/ bike use when Antelope Creek area is complete
- Skywalk system evaluate existing
- Trails leading to downtown are in bad shape
- Will this just be downtown or go down “O” and other blocks
- Do not transfer the bike problem from the st. to the sidewalks and aim it at the ped.
- More functional intersections
- 3.
- Links to trails
- Better retail opportunities – fun + trendy
- Connect trails
- Shops for diversified upscale shopping
- Ped X 11<sup>th</sup> + ‘O’ – the button to push to cross makes it dangerous as it is unexpected + overlooked
- Love the bicycle lanes! Also the “sitting areas” w/ umbrellas
- Adopt biking as a transit priority
- Encourage walking : Haymarket to downtown, Neighborhoods to Downtown, etc
- Return of retail to downtown
- Funneling into downtown – need safe bike lanes
- Streets more bike friendly (Lanes is necessary)
- Provide safe bike storage/ parking
- Weather protection
- Walkways, etc – a way past arterials
- Bike facilities
- Safe place to park
- Downtown bike trails – link Haymarket
- Walking/ running trail actually in downtown area that’s well lit + safe
- Crossing “O” st. dangerous + difficult
- More bike racks!
- 9<sup>th</sup> + 10<sup>th</sup> Link downtown to Antelope Creek
- Signage
- Retail
- Need for Bike lanes
- Some streets scary to cross for peds, i.e. 9<sup>th</sup> + 10<sup>th</sup>
- Marketing and events to promote biking bike racks for buses
- More bike racks
- Minimize street “barriers” – those roadways that are so difficult for pedestrians to cross
- Bike lanes into downtown from other parts of city
- Convenience of getting around
- Too much traffic / parking + not pedestrian
- Improve driver awareness
- More green space!
- Clear defined areas for sidewalk use
- Clear defined areas on sidewalk
- Clear defined sidewalks
- Clear defined sidewalks
- Safe crossing
- Encourage sidewalk cafes
- Pedestrian overpasses own 9<sup>th</sup> + 10<sup>th</sup> street
- More walking trails
- Core to Haymarket shuttle
- Make crossing streets easier for handicapped with longer walk times.
- With space for vendors with artsy backgrounds make it affordable for taxpayers, save money short term + long term
- Make it bike friendly it will become people friendly
- Separation of cars / autos and cyclers – defined paths
- No one way streets

# Lincoln Downtown Master Plan

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### DRAFT Public Comments Received

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#### Written Comments

##### Question Three Cont.

- Linking trails to downtown
- Lack of bike enforcement
- Need places to securely park bikes
- Investigate realistic approaches to bike lanes
- Bikes lane nice, but not a requirement
- The unwillingness of people to walk to places – how to create an environment that appeals to the pedestrian and enhances foot traffic
- Logical connections to University / Parks/ Retail areas
- Lanes
- Pedestrian crossings
- Connect Haymarket to core w/ Ped friendly walkway
- Better bike parking area to lock them
- Free meter parking on Saturday + Sunday
- Walkways are hard to get across (traffic)
- Bike lanes in street
- Extend / rebuild capital mall
- Industrial areas converted to people places (O to L on 7<sup>th</sup> and 8<sup>th</sup>)
- Public library should be opportunity – draw for families; congregating/ public space could be downtown anchor – think Seattle
- Centennial mall / close streets / create green space
- Some beautiful old apartment bldg which could be revamped (11<sup>th</sup> to 14<sup>th</sup> and 16<sup>th</sup> to 19<sup>th</sup> on L to I)
- A series of neighborhoods – like a small town city square around courthouse (res)/(shopping)
- Anchor art area to downtown
- Get city in to UNL + UNL into city
- Connections – overlap of areas, library – public, federal bldg – arena connection, Bike access + downtown trail, critical mass, grocery, green space, shopping street, connection onto university, one way traffic
- Surface lot (10<sup>th</sup> and O) could be aparts.
- Connect Haymarket and Downtown
- Like in Chicago – green roofs
- Connect such things as children's museum, historical society, perhaps w/ a Lincoln visitor center (not physically) but in proximity
- More skywalks could be helpful b/c of weather (winter) conditions.
- Gold's blg opportunity for retail
- Area btw capital + 10 St. Lincoln Mall focuses more on Housing
- Along O st more businesses focus towards “the 18 hr city”
- Concentrate retail opportunities into critical mass
- Funky shops next to UNL need to be encouraged
- Reuse old theaters
- Entire downtown as a with network
- Improve P St. – implement Market Place
- Improve south of Haymarket, connect to Haymarket and neighborhood to the South
- Improve centennial mall
- Encourage downtown housing – small , cheaper units
- Opportunity (centennial mall)
- In Lincoln we've done the bicycle – art (Tour de Lincoln) project to add a little more artistic flare to Lincoln, but the bikes didn't serve any function. By having benches that are designed by local artists, there would be a functional use of the benches + also a more asthetic appeal to downtown.
- The rick street that now is mainly metered parking that runs through the Haymarket (in front of the train station), if that area could be closed off to traffic, the area could be turned into a “green area “ with restaurants and shops

##### Special Areas

##### Design opportunities:

- Underutilized area (14<sup>th</sup> to 19<sup>th</sup> on Q st.) How about new UNL housing?
- Thanks George and Don : ) !
- New higher density residential redevelopment opportunities (L to Q from 16<sup>th</sup> to 20<sup>th</sup>)
- Centennial mall opportunity for design + redevelopment
- Weak edges (of downtown area) – great potential for infill
- We definitely need to improve our central library. Its very dated
- Agree that we need to make downtown attractive to live in and should start with that premise
- Pershing rebuild
- Revitalize Pershing!!!
- Opportunities – re-define edges of wall + make bike corridor
- I love thrift stores
- Opportunity (Haymarket)



# Lincoln Downtown Master Plan

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#### Written Comments

##### *Special Areas Cont.*

- Opportunity (Q and 13<sup>th</sup>)
- Under developed area = great opportunity to expand Haymarket
- New bridge to downtown (Design Opp)
- Pershing Center (Design Opp)
- Centennial Mall renovation and interface with adjoining land uses. Are there opportunities for new land uses along northern portion?
- I would like local owned business. Maybe investors can invest in the young generation to open business Don't please open a Barnes + Noble or another star bucks local, local, local
- Follow the advocacy of 1. CTC and 2. PRN
- Emphasis – local ownership – not big box stores
- Problematic area for pedestrians + businesses (9<sup>th</sup> and 10<sup>th</sup> on O)
- Financial district not ped. Friendly
- O st.
- Concern (Haymarket area)
- Antelope
- I hope we don't just rely on green space at centennial mall + Antelope valley + campus but that there's some downtown core green space that will connect it all and be friendly for walkers, runners + cyclists
- How do we attract people live theater venue – promote Lied Center heavier
- Challenge (centennial mall)
- Centennial mall
- Transition into University
- Safety concerns ped/bike (9<sup>th</sup> and 10<sup>th</sup>)
- Transition (downtown to rest of city)
- Design quality
- Centennial mall
- High + dangerous traffic on 9<sup>th</sup> and 10<sup>th</sup>
- Non-cohesive area (L to I from 10<sup>th</sup> to 14<sup>th</sup>)
- Non-cohesive neighborhood (16<sup>th</sup> street on)
- Area of concern (centennial mall)
- Interface with UN-L city Campus
- O st. West of 11<sup>th</sup>
- Downtown library
- Pershing Auditorium Future use – adaptive reuse?
- East Downtown
- New theater not friendly on O st.
- Major retail store may not be needed.
- Pedestrian movement between downtown core + Haymarket is very different
- Transition between univ. + downtown walk
- Centennial mall is weak + under utilized
- Convention center here next to Food + Hotels Take care of really ugly area of our city. Close to football and baseball and more parking for both events
- The concept of a 24 hr /day downtown and building utilization is important!
- Unlike Portland, Racine, Chatanooga, Knoxville, Seattle . . . Lincoln DOES NOT have a water feature to return to, or any honest “natural asset!” So . . . We need to create the asset to serve as the “draw,” the amenity that can create reasons to live near it. Note: the green-space amenities forecast along Antelope Valley could compete with DT green-space – some logical connection that the two can compliment each other is important.

##### *Special Areas*

##### *Areas of Concern:*

- Centennial mall
- Underutilized area (14<sup>th</sup> to 19<sup>th</sup> on Q st.) How about new UNL housing?
- Neg. impact + effects of paired one way streets – divide Haymarket from d. town
- Antelope Roadway Corridor both a concern and possible opportunity
- Bars hurt 'living' environment
- Connection (from university to downtown)
- I consider the 9<sup>th</sup> and 10<sup>th</sup> streets as a major separation between the Haymarket + downtown Lincoln CORE area
- Zone of government is weak
- Centennial mall
- Did anyone take a video of presentation? Why not?
- I know a lot of downtown residents and downtown retail owners and they were not in this room tonight. Go to the downtown businesses and talk to the owners. They will have a lot to say. . .
- The art galleries on 10<sup>th</sup> are in an ugly area w/ impossible street crossing + no outdoor meeting places which is a huge waste